

did not regard temperature readings as necessarily indicating ice, because where one encountered the Arctic current one always found cold water. He knew of no way of determining the proximity of ice except by the vision.

Glasses of No Use.
"Would glasses of any assistance to the lookout in perceiving ice?" asked Senator Smith.

"No," replied the captain. "I never gave my lookouts glasses but once. That was the morning we were running through the ice of the Titanic disaster. We pulled a man up in a coal bucket to the deck and gave him glasses, but he could not see anything and we had to take him down. My experience is that glasses are of no use to a lookout until he has picked up some specific object to be examined. The officers have glasses on the bridge for that purpose."

Q. Did you give any special instructions prescribing the conduct of the wireless on your ship? A. No. There was no message to the other men on the ship.

Q. Subordinate to your wishes at sea? A. Yes, certainly.

Q. Responsible to the Marconi Company? A. Yes.

Q. So the responsibility is divided? A. Yes.

Q. Do you have but one operator? A. Yes. Q. Do you know whether your operator was duty-bound to the Titanic? A. Yes, I was.

Q. Did he have any hours prescribed by yourself or any one else? A. No, he was generally around.

Operator Off Duty.
Q. Would you have heard the C. Q. D. of the Titanic if your operator had been on duty? A. Yes, certainly.

Q. Do you not think it better to have two operators on every ship? A. Of course it would be better. You would be sure not to miss anything then.

Q. Did you see any distress signals, any rockets or Morse signals? A. I didn't, but the officer on watch said he saw some rockets, but that they were not signals of distress. When I left the bridge I saw a peculiar light. The officer said he thought it was a star. It was a deceptive light and we had been mistaking stars for lights.

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the Frankfurt had given me. I sent it to the captain.

Q. Did the Frankfurt say anything about having received a C. Q. D. from the Titanic right after she struck? A. No.

Q. Did he say anything about having received a rebuff from the Titanic? A. No.

Q. Did he tell you how he obtained his information about the Titanic? A. No.

Q. Do you know? A. No.

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who followed Vice-President Franklin on the stand.

"I was on deck at 11:54 P. M. Sunday while the Californian with engines stopped was drifting through a field of ice," said Gill. "I saw the lights of a big vessel going full speed on the starboard side ten miles away. I went below and told my bunk mate. A half hour later I saw a white rocket on our starboard and then a second. I said it must be a vessel in distress. It was not my business to notify the bridge but the officers could not have missed it."

Gill said he then turned in and was ordered out at 6:40 to render assistance, finding the Californian going at top speed toward the distant vessel. He said he heard the ship's engineer and crew afterward tell of seeing rockets and Morse distress signals.

"I heard one man say, 'Why didn't they wake the wireless man up?' Gill declared. "The entire crew was talking about the conduct of the captain in not going to the vessel's assistance until so late."

"I am quite sure we were less than twenty miles away when I saw the rockets. I could see her very plainly."

Gill told the committee he felt sure now the distant vessel was the Titanic. He said he was losing a job by testifying. Gill's statement was made before a notary public and read by Senator Smith.

SEAMEN'S NARRATIVES.
Testimony Taken by Senators Privately Made Public.

WASHINGTON, April 26.—The complete testimony taken by members of the Senate committee acting separately from members of the Titanic's crew was made public today. The narratives added an interesting chapter to the history of the disaster.

The facts brought out sustain in every particular the impression already created, that the officers, crew and men passengers conducted themselves with bravery. They told of the men and children who could be found were placed in the lifeboats before any of the men passengers or crew attempted to obtain seats.

It was brought out that there had been absolutely no boat drill on the Titanic but that an alarm was spread systematically among the passengers.

Many members of the crew agreed that the vessel broke in two. They also agreed that they did not expect the Titanic to sink.

SEAMAN SAW ANOTHER SHIP.
Edward Buley, able seaman on the Titanic, testified he was in the last lifeboat that got away. It contained between sixty and seventy persons.

"When I was on the deck when you 'No, sir,' Buley replied, "ours was the last boat up there and they went around and called to see if there were any more. They threw them in the boat at the finish because they didn't like the idea of coming in."

Q. Pushed them in, you mean? A. Threw them in. One young woman slipped and he caught her on the deck below, and she came up then and jumped in. We got away from the ship, and about an hour afterward Officer Lowe came alongside and told all the seamen in the boat to jump into his boat until he could load another one. He asked to see if there were any people that had lived.

Q. You were then with Lowe in his boat and went back to where the Titanic sank? A. Yes, sir, and picked up the remaining live ones.

Q. How many did you get? A. There were not very many there. We got four of them. All the others were dead.

Q. Were there many dead? A. Yes, sir. There were a good few dead, sir. There were you could not discern them exactly on account of the wreckage. But we turned over several of them to see if they were alive. They looked as though they were frozen. In the morning we saw a collapsible boat with a lot of people in it. They were all dead. We went over to them and in a brief time picked up another boat filled with women and children, with no one to pull the oars, and we took her in tow.

Looked for Survivors.
Q. Did you get very far away from where the Titanic went down before the Carpathia was in sight? A. No, sir. When the Carpathia came and how to we were still around the wreckage, or better, we were still around the wreckage.

Q. By that time there were none of those afloat who were alive, so far as you could see? A. No, sir.

Q. The life belts were all in good condition, were they? A. Yes, all in good condition. When you once put them on, there was no fear of them pulling again in the water.

Q. Do you think there was a sufficient number of life belts for all the passengers? A. Yes, sir, more than sufficient. Of course I saw several of them, and I know that they did not have time to get them.

Q. Did the passengers have the time after the alarm was given to get the belts? A. They had the belts on a good hour before the ship went down.

Denies Censorship.
"Was there any attempt made through land and sea wireless stations to enjoin silence on the part of any officer, passenger or member of the crew on the Carpathia after the accident?" asked Senator Smith.

Absolutely not, to the best of my knowledge and belief," Franklin replied forcefully.

"There is no doubt that this investigation will evoke some scheme," added Mr. Franklin a few minutes later, "to prescribe the best course, to fix the hours and conduct of wireless operators between the steamship companies and the Marconi Company. The United States could pass some law requiring operators to be on duty night and day."

Smith asked Franklin if he had been treated courteously throughout the inquiry.

"We certainly have," said Franklin. "Only we all are anxious to have our officers and men released and sent home, which you have refused to do."

"That has not been arbitrary or capricious," Smith replied. "We have had to follow our own course."

Senator Smith desired to have this statement incorporated in the record, he said, because he had received a cablegram from the proprietor of a British newspaper, in which it was stated that being made abroad that the British witnesses were not being treated properly.

GILL'S STATEMENT.
That the Californian ignored distress rockets of the sinking Titanic while ten miles away was the statement made by Ernest Gill, donkeyman on the Californian.

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"How far away was she?" I

"I should judge she was about three miles."

"Why could she not see our sky-rocket?"

"She could not help but see them. She was close enough to see our lights and to see the ship itself and also the rockets."

"Did you see that ship before you were in the lifeboat?"

"Yes, sir. That is what we told the passengers. We said, 'There is a steamer coming to our assistance.' That is what kept them quiet, I think."

Sailed First Past.
"Did she come toward you on?"

"Yes, sir; and then she stopped and the lights seemed to go right by us. She was stationary there for about three hours. I think off our port there and when we were in the boat we all made for her and she went on. The northern lights are just like a searchlight, but she disappeared. That was astern of where the ship went down."

"Did you see any light?"

"No signal whatever."

"She must have known the Titanic was in distress?"

"How could she have seen the rockets?"

"When did you first see that boat? How long was it before you launched?"

"When we started turning the boats out that was about ten minutes after she struck."

"Did that boat seem to be getting further away from you?"

"No, it seemed to be coming nearer."

"Did you see any light at all?"

"I can see a distance of twenty-one miles."